



Bob Riley  
GOVERNOR

**ALABAMA**  
**DEPARTMENT OF TRANSPORTATION**

**AERONAUTICS BUREAU**  
1409 COLISEUM BOULEVARD  
MONTGOMERY, ALABAMA 36110  
PHONE (334) 242-6820  
FAX (334) 353-6540



Joe McInnes  
TRANSPORTATION DIRECTOR

September 30, 2010

Mr. Menzo Driscoll, Director  
Craig Field Airport and Industrial Authority  
Post Office Box 1421  
Selma, Alabama 36702

**Subject: Annual Inspection Report**  
**Selma (Craig Field) Municipal Airport**

Dear Mr. Driscoll:

An inspection of the Selma (Craig Field) Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on September 16, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport meets the requirements for the issuance of an operating license. However, there were some items noted that relate to the maintenance of the airport that should be corrected.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black  
FAA/ADO

Mr. Ray Hogg, P.E.  
Hogg Engineering

SEPTEMBER 16, 2010



DEPARTMENT OF TRANSPORTATION

## ANNUAL INSPECTION REPORT



SELMA (CRAIG FIELD) MUNICIPAL AIRPORT

SELMA, ALABAMA

## TABLE OF CONTENTS

INTRODUCTION.....	PAGE 1
INSPECTION METHODOLOGY.....	PAGE 1
LICENSE STATUS.....	PAGE 2
APPROACH / DEPARTURE PATHS.....	PAGE 2
PRIMARY SURFACE.....	PAGE 4
RUNWAY SAFETY AREA.....	PAGE 5
AIRPORT MARKINGS.....	PAGE 5
WIND DIRECTION INDICATOR.....	PAGE 7
AIRPORT LIGHTING.....	PAGE 8
RUNWAY, TAXIWAY AND APRON CONDITIONS.....	PAGE 8
FUELING AREA REQUIREMENTS.....	PAGE 9
PROHIBITED ACTIVITIES.....	PAGE 10
SUMMARY.....	PAGE 11
APPENDIX 1.....	PAGE 12
APPENDIX 2.....	PAGE 13
APPENDIX 3.....	PAGE 14
AIRPORT SAFETY SELF-INSPECTION CHECKLIST	

# **Annual Inspection Report Selma (Craig Field) Municipal Airport Selma, Alabama**

September 16, 2010

## **Introduction:**

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Selma (Craig Field) Municipal Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on September 16, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

## **Inspection Methodology:**

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Drawing (ALD) dated November, 2004.

# **Annual Inspection Report Selma (Craig Field) Municipal Airport Selma, Alabama**

September 16, 2010

## **License Status:**

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on September 16, 2010 it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

### **1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)**

#### **State Licensing Standards:**

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

#### **Inspection Results:**

- Runway 33: No obstructions; however a tree identified as tree # 1 violates the 50:1 approach slope within the limits of the Federal Aviation Administration (FAA) Runway Protection Zone (RPZ) as depicted on the Airport Layout Plan (ALP) dated November, 2004 (See Photo # 1, & Appendix # 2).

# Annual Inspection Report Selma (Craig Field) Municipal Airport Selma, Alabama

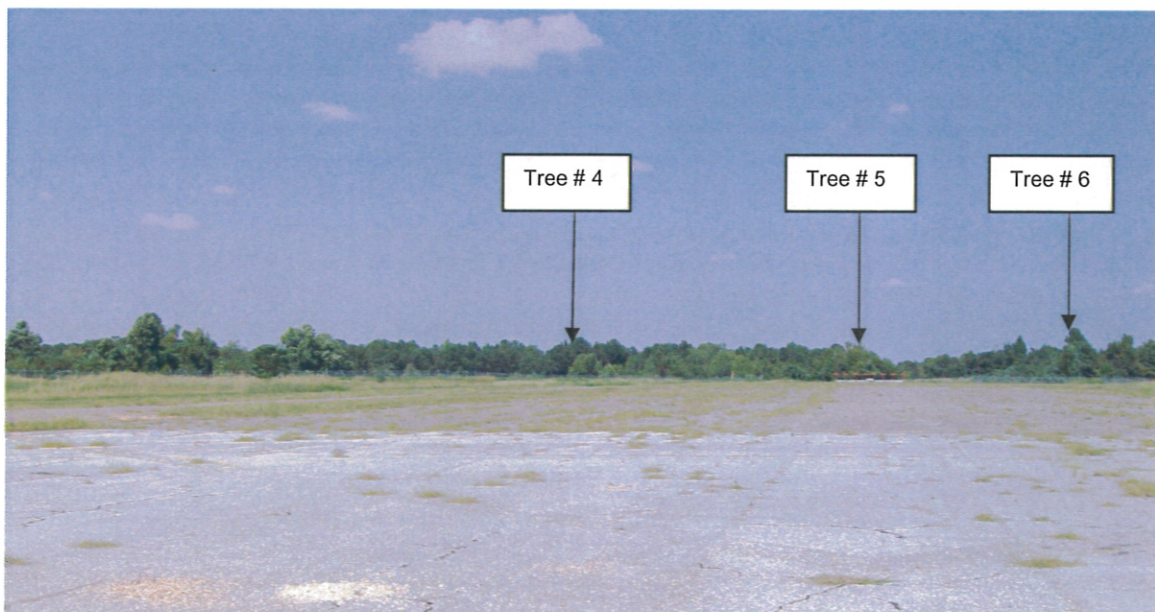
September 16, 2010

- Runway 15: No obstructions; however trees identified as tree # 6, and 7 do violate the 34:1 approach slope within the limits of the Federal Aviation Administration (FAA) Runway Protection Zone (RPZ) as depicted on the Airport Layout Plan (ALP) dated November, 2004 (See Photo # 3 & Appendix # 3).

**Photo # 1 – Runway 33**



**Photo # 2 – Runway 15**



# Annual Inspection Report Selma (Craig Field) Municipal Airport Selma, Alabama

September 16, 2010

## Maintenance Required:

- Obstructions to the FAA RPZ should be removed.

## 2. Primary Surface Administrative Code 450-9-1-.12(2)

### State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

### Inspection Results:

- The primary surface was inspected and found to meet state safety requirements (See Photo # 3).

**Photo # 3 – Primary Surface and Rwy Safety Area**



**Annual Inspection Report  
Selma (Craig Field) Municipal Airport  
Selma, Alabama**

September 16, 2010

**3. Runway Safety Area  
Administrative Code 450-9-1-.12(3)**

**State Licensing Standards:**

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

**Inspection Results:**

- The grade of the runway safety area was found to meet state safety requirements (See Photo # 3 above).

**4. Airport Markings  
Administrative Code 450-9-1-.12(4)**

**State Licensing Standards:**

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

**Inspection Results:**

- Threshold and runway markings are good; however touchdown zone and aiming point markings are beginning to fade (See Photo # 4 and # 5).

**Annual Inspection Report  
Selma (Craig Field) Municipal Airport  
Selma, Alabama**

September 16, 2010

**Photo # 4 – PI, Runway Number and Centerline Markings**



**Photo # 5 – Touchdown Zone Markings**



# Annual Inspection Report Selma (Craig Field) Municipal Airport Selma, Alabama

September 16, 2010

## Maintenance Required:

- Faded markings will need to be replaced in accordance with AC 150/5340-1J.

## 5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

### State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

### Inspection Results:

- The wind direction indicators (wind cones) were found operational. (Photo # 5).

Photo # 5 – Wind Cone



# **Annual Inspection Report Selma (Craig Field) Municipal Airport Selma, Alabama**

September 16, 2010

## **6. Airport Lighting Administrative Code 450-9-1-.12(6)**

### **State Licensing Standards:**

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

### **Inspection Results:**

- The airport lighting system was inspected and found operational with the following exceptions:
  - Taxiway Lights – 1 inoperative
  - Threshold Lights – 0 inoperative
  - Runway Lights – 0 inoperative

### **Maintenance Required:**

- Repair/replace inoperative lights, correct improper instillation.

## **7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)**

### **State Licensing Standards:**

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

# **Annual Inspection Report Selma (Craig Field) Municipal Airport Selma, Alabama**

September 16, 2010

## **Inspection Results:**

- The condition of the runway pavement surfaces are in excellent condition. The overall condition of the ramp is good, but there are some areas of spalling, and slab cracks.

## **Maintenance Required:**

- Small spalled areas should be patched, while spalling at joints may require full depth joint repair or full slab replacement. Cracks should be cleaned and sealed to prevent further deterioration.

## **8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)**

### **State Licensing Standards:**

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

### **Inspection Results**

- The fueling area meets the requirements established by the Alabama Department of Transportation (Photo # 6). However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

# Annual Inspection Report Selma (Craig Field) Municipal Airport Selma, Alabama

September 16, 2010

Photo # 6 – Self Service Jet A & Avgas Facilities



## 9. Prohibited Activities Administrative Code 450-9-1-.16

### State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

### Inspection Results:

- No prohibited activities were observed during the inspection, security fencing is installed with working security coded access gates.

**Annual Inspection Report  
Selma (Craig Field) Municipal Airport  
Selma, Alabama**

September 16, 2010

**Summary:**

The table below summarizes items noted in this report.

**INSPECTION SUMMARY**

<b>Inspection Area</b>	<b>Violation/Maintenance</b>	<b>Corrective Action</b>
Approach Departure Paths	Maintenance	Remove obstructions to FAA RPZ RWY 15 & 33
Airport Markings	Maintenance	Repaint Touchdown Zone and Aiming Point markings
Airport Lighting	Maintenance	Repair/replace inoperative lights
Runway, Taxiway and Apron Conditions	Maintenance	Continue to clean, seal and repair ramp areas as necessary

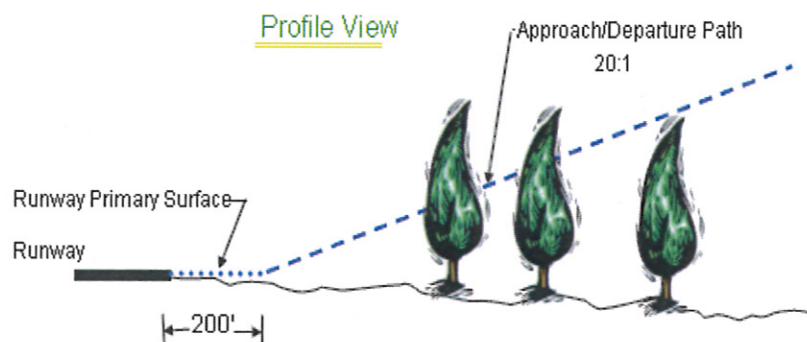
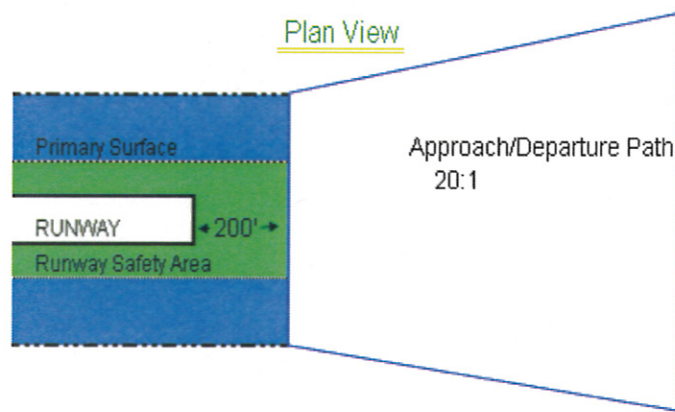
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

# Annual Inspection Report Selma (Craig Field) Municipal Airport Selma, Alabama

September 16, 2010

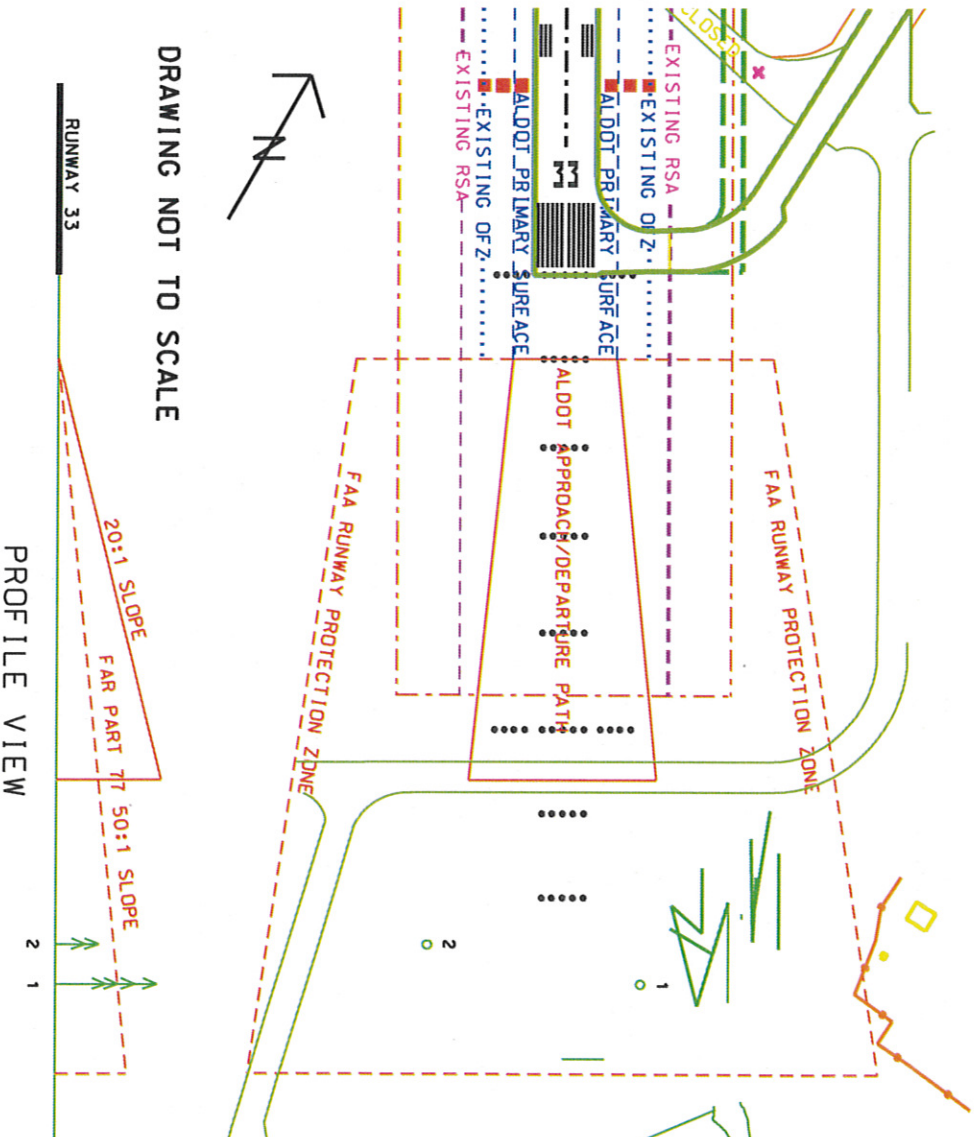
Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



## APPENDIX 1

# SELMA (CRAIG FIELD) MUNICIPAL AIRPORT SEPTEMBER 16, 2010

## REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 33



1. TREE - 48.6' ABOVE RUNWAY END  
1695' FROM RUNWAY END  
186' RIGHT OF CENTERLINE  
30:1 OBSTRUCTION CLEARANCE SLOPE
2. TREE - 20.6' ABOVE RUNWAY END  
1623' FROM RUNWAY END  
324' LEFT OF CENTERLINE  
68:1 OBSTRUCTION CLEARANCE SLOPE

\* NO ALDOT OBSTRUCTIONS

### NOTES:

1. THIS SKETCH IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
2. REFER TO THE LATEST ALD DATED NOVEMBER 2004 FOR THE FAA AIRPORT DESIGN STANDARDS.

# SELMA (CRAIG FIELD) MUNICIPAL AIRPORT SEPTEMBER 16, 2010

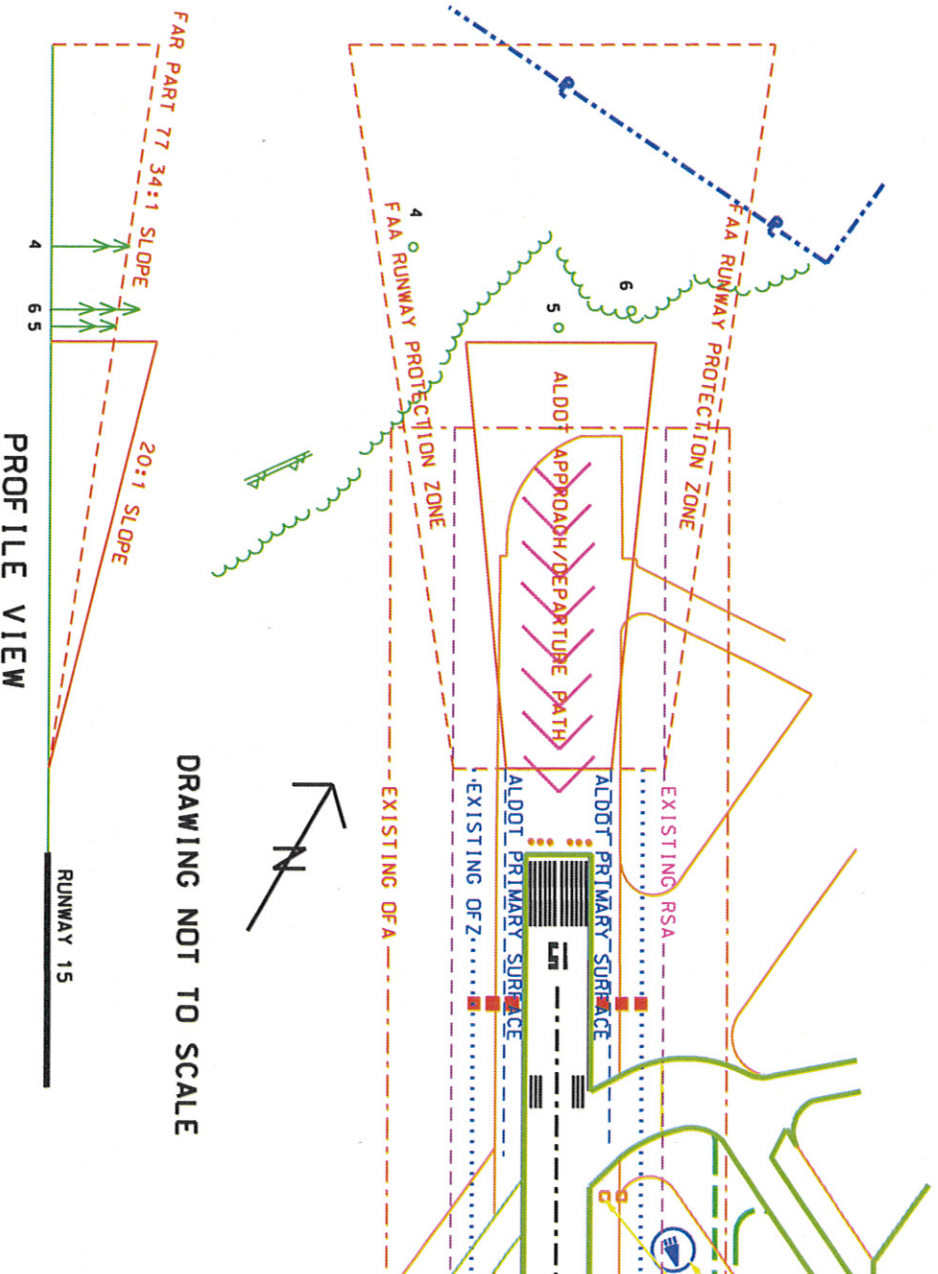
## REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 15

4. TREE - 37' ABOVE RUNWAY END  
1467' FROM RUNWAY END  
351' RIGHT OF CENTERLINE  
34:1 OBSTRUCTION CLEARANCE SLOPE
5. TREE - 30.7' ABOVE RUNWAY END  
1236' FROM RUNWAY END  
6' RIGHT OF CENTERLINE  
33:1 OBSTRUCTION CLEARANCE SLOPE
6. TREE - 41.8' ABOVE RUNWAY END  
1287' FROM RUNWAY END  
167' LEFT OF CENTERLINE  
26:1 OBSTRUCTION CLEARANCE SLOPE

\* NO ALDOT OBSTRUCTIONS

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# AIRPORT SAFETY SELF-INSPECTION CHECKLIST

DATE: \_\_\_\_\_ DAY: \_\_\_\_\_

√ Satisfactory

X Unsatisfactory

Day Inspector/Time: \_\_\_\_\_ Night Inspector/Time: \_\_\_\_\_

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Pavement Areas	Pavement lips over 3"				
	Hole – 5" diam. 3" deep				
	Cracks/spalling/heaves				
	FOD: gravel/debris/sand				
	Rubber deposits				
	Ponding/edge dams				
Safety Areas	Ruts/humps/erosion				
	Drainage/construction				
	Support equipment/aircraft				
	Frangible bases				
	Unauthorized objects				
Markings	Clearly visible/standard				
	Runway markings				
	Taxiway markings				
	Holding position markings				
	Glass beads				
Signs	Standard/meet Sign Plan				
	Obscured/operable				
	Damaged/retroreflective				

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Lighting	Obscured/dirty/operable				
	Damaged/missing				
	Faulty aim/adjustment				
	Runway lighting				
	Taxiway lighting				
	Pilot control lighting				
Navigational Aids	Rotating beacon operable				
	Wind indicators				
	RENLS/VGSI systems				
Obstructions	Obstruction lights operable				
	Cranes/trees				
Fueling Operations	Fencing/gates/signs				
	Fuel marking/labeling				
	Fire extinguishers				
	Frayed wires				
	Fuel leaks/vegetation				
Snow & Ice	Surface conditions				
	Snowbank clearances				
	Lights & signs obscured				
	NAVAIDs				
	Fire access				

